



Maintenance

LAUNCH AND RECOVERY OF EXPLOSIVE LOADED AIRCRAFT

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

*OPR: 302 FS/MAW (CMSgt T. F. Erdmann)
Supersedes 944 FWI 21-201, 21 October 1996

Certified by: 944 OG/CC (Col R. Binder)
Pages: 4
Distribution: F

This instruction implements AFPD 21-2, *Non-Nuclear and Nuclear Munitions*. It establishes procedures for arming, de-arming, hung ordnance, jammed gun, and hot brake operations within the 944th Fighter Wing (944 FW). It applies to all aircraft maintenance personnel assigned to the 944 FW.

SUMMARY OF REVISIONS

This revision modifies and adds recovery procedures (paragraphs **2.2.** through **2.2.5.9.**), updates references (**Attachment 1**), and changes the Office of Primary Responsibility (OPR). An asterisk (*) indicates revisions from the previous edition.

1. Responsibilities:

1.1. The 944th Operations Group (OG) and 944th Logistics Group (LG) commanders will ensure that qualified personnel are briefed and comply with the procedures contained in this instruction.

1.2. Maintenance supervisors are responsible to the OG/LG commanders for:

1.2.1. Ensuring that personnel are trained for the operations contained in this instruction.

1.2.2. Ensuring that at least one qualified Aircraft Armament Systems Journeyman (AFSC 2W151) and one or more qualified End of Runway (EOR) team members are available for EOR operations.

1.2.3. Ensuring that the following safety precautions are observed:

1.2.3.1. Approach suspected hot brakes and or wheels from the front or rear.

1.2.3.2. Follow all towing procedures listed in applicable towing job guide when towing aircraft without brake pressure, reference T.O. 1F-16C-2-09JG-00-1, *Towing and Taxiing*.

1.2.3.3. Do not enter intake or exhaust danger areas.

1.2.3.4. When electrical power is applied do not stand in front of or behind forward firing munitions unnecessarily.

2. Sequence of Operations, Arming and De-arming Areas:

2.1. Launch:

2.1.1. Perform EOR inspection in accordance with T.O. 1F-16C-6WC-1, *Recovery Prep/End of Runway Inspection*.

2.1.2. Turn control of the aircraft over to an armament arming crew (if required by mission).

2.1.3. Arm the aircraft for its respective mission in accordance with the applicable loading checklists.

2.1.4. Receive acknowledgment from the pilot whether the gun should be hot or cold.

2.1.5. Ensure safety pins are stored in their respective storage compartments.

***2.2. Recovery:**

2.2.1. The aircraft marshaller will wear an orange reflective type vest and ensure de-arm and safety procedures are accomplished in accordance with T.O. 1F-16C-33-1-2 series checklists.

2.2.2. Aircraft returning to de-arm with unexpended ordnance or hot gun will be made safe by qualified personnel.

2.2.3. The de-arm crew will be notified by the Maintenance Operations Center (MOC) of hung ordnance or a jammed gun prior to aircraft returning to the de-arm area.

2.2.4. An aircraft returning with a possible gun jam will taxi to the appropriate alternate de-arm area. A de-arm crew will de-arm the aircraft and determine whether it is safe to taxi back to the 944 FW flightline. The de-arm crew will ensure the gun is cleared and pinned prior to taxiing back to the flightline.

2.2.4.1. Open door 3411 to gain access to the gun and install the clearing sector holdback tool and the gun firing safety pin. Inspect the gun for obvious damage and ensure that it is cleared.

2.2.4.2. If the gun is cleared and there is no apparent damage, allow the aircraft to taxi back to the 944 FW flightline.

2.2.4.3. If the gun is not cleared and there is a round in the firing position, the gun system will be considered jammed and the aircraft will be made safe and shut down (follow the steps in paragraph 2.2.5.).

2.2.5. In the event the aircraft gun is jammed and the aircraft has to be shut down; the following steps will be accomplished:

2.2.5.1. Chock the aircraft and establish communications with the pilot.

2.2.5.2. Install gun safety pin and safe munitions as applicable.

2.2.5.3. Ensure the Emergency Power Unit (EPU) pin can be installed.

2.2.5.4. Install the EPU pin.

2.2.5.5. Install the two main landing gear pins.

2.2.5.6. Instruct the pilot to shut down.

2.2.5.7. Install the nose landing gear and arresting hook safety pins.

2.2.5.8. The crew will notify the flightline expediter and MOC that the aircraft is being shut down and the gun system is jammed.

2.2.5.9. The MOC will notify 56th Fighter Wing Explosive Ordnance Disposal (EOD).

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Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPORTING INFORMATION*****References***

AFI 11-218, *Aircraft Operations and Movement on the Ground*, as supplemented

*AFI 11-2F16V3, *F-16 Operations*

*AF MAN 91-201, *Explosives Safety Standards*

AFRCI 21-101, *Aircraft Maintenance Guidance and Procedures*

T.O. 1F-16C-2-33-1-2, *Non-nuclear Loading Procedures*

T.O. 1F-16C-2-09JG-00-1, *Towing and Taxiing*

T.O. 1F-16C-6WC-1, *Recovery Prep/End of Runway Inspection*

Abbreviations and Acronyms

AFI – Air Force Instruction

AFPD – Air Force Policy Directive

AFRCI – Air Force Reserve Command Instruction

AFSC – Air Force Specialty Code

EOD – Explosive Ordinance Disposal

EOR – End of Runway

EPU – Emergency Power Unit

LG – Logistics Group

MOC – Maintenance Operations Center

OG – Operations Group

OPR – Office of Primary Responsibility

T.O. – Technical order

944 FW – 944th Fighter Wing